

## Future Vision for Redmond: Urban Centers

In 2030 Redmond's two urban centers—Downtown and Overlake—are thriving centers of residential and commercial activity. Downtown is an outstanding place to work, shop, live and recreate and is a destination for many in Redmond and in the region. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy, while retaining a comfortable, connected feel that appeals to residents, businesses and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options. Strategic public and private investments have created a true multidimensional urban center with several new and expanded public amenities, including the City Hall campus, Downtown Central Park and the Redmond Central Connector that are gathering places for the community, as well as an arts and community cultural center, a pedestrian connection to Marymoor Park, a vibrant Saturday market, and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identities, design and appeal. It is easy to walk, bicycle, use transit or drive between them, as well as to

the rest of Redmond and the region. Many visitors walk or take transit to get to their destinations or park in one of the conveniently located garages.

The congestion of 20 years ago has been tempered primarily by providing convenient and effective transportation alternatives together with improved operations and then increased capacity in strategic

locations, such as SR 520 and important connections in the street grid.

Old Town thrives as a focus for retail activity that attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques and theatres, as well as varied housing opportunities. New buildings blend with refurbished buildings, retaining the area's historic character. Cleveland Street is a pleasant place to walk or sit, and people fill the street during the day and evening. The Redmond Central Connector (the former railroad right-of-way) has been transformed to an urban green space that people of all ages enjoy, that has convenient access to light rail, as well as places to stroll, gather and talk with others, celebrate or stop and peek in store windows while walking to Old Town or Redmond Town Center.

Large open spaces, such as the Sammamish River, Downtown Central Park, the Redmond Central Connector, Anderson Park and Bear Creek, as well as abundant landscaping and a system of parks and other gathering places, create a sense of Downtown as an urban place within a rich natural environment.

A network of walkways, trails, vista points and plazas enable people to enjoy the natural beauty of the river, views of surrounding hillsides and mountains, and other points of interest. Recent developments along the Sammamish River are oriented to and embrace the river, while maintaining adequate natural buffers.

Overlake has become a regional urban center that is the location of internationally known companies, corporate headquarters, high technology research and development companies, and many other businesses. While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of significant trees and other important natural features.

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During the past 20 years, redevelopment of Overlake Village has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections

to a network of parks, sidewalks, trails and transit services. In many ways Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop and recreate for an increasingly diverse workforce.

### Introduction

Since the 1990s Redmond has focused growth into – Downtown and Overlake, which are now thriving centers of residential and commercial activity. Other cities in the region have also focused growth in centers, consistent with the regional growth strategy adopted by the Puget Sound Regional Council. The growth of the past three decades has led to a heightened awareness of:

- The benefits and challenges of focusing growth into centers.
- The need for policies, standards, and codes to reflect the transition from a suburban to urban form and pattern, and
- The need for specific policies for transit-oriented development (TOD).

VISION 2050, the region's long-range plan for growth, directs 65% of population growth and 75% of employment growth to the region's growth centers and high-capacity transit station areas. Based on this regional policy, Redmond 2050 continues to focus growth in Redmond's centers in a way that addresses needs and goals related to equity, sustainability, and resiliency.

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## Introduction

Redmond's Downtown and Overlake are both major activity and employment centers. The Comprehensive Plan continues to direct the majority of the city's employment and housing growth to these two areas. In recognition and support of this continued growth, portions of the Downtown and Overlake Neighborhoods are designated as Urban Centers by the King County Countywide Planning Policies and as Regional Growth Centers by the Puget Sound Regional Council.

Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning, as well as for programming of regional transportation funds to areas of concentrated growth. Centers throughout the region are envisioned as higher-density focal points within communities, attracting people and businesses to an excellent transportation system and diverse economic opportunities; a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities.

The Urban Centers Element contains policies specific to the two Redmond neighborhoods that contain urban centers: Downtown and Overlake. Like the neighborhood plans contained in the Neighborhoods Element, the overall goal of these plans is to enhance the quality of life for all who live or work in these urban centers. Planning for the Downtown and Overlake neighborhoods follows the process, techniques, and implementation strategies described in the Neighborhoods Element.

## Centers

The regional planning framework includes three levels of growth centers that serve to guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for transportation funding.

*Growth in centers has significant benefits, including supporting multimodal transportation options, compact growth, housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, centers... support equitable access to affordable housing, services, health, quality transit service, and employment.<sup>1</sup>*

The three levels of growth centers are:

- Regional Growth Centers
- Countywide Growth Centers
- Local Growth Centers

The Comprehensive Plan continues to direct employment and housing growth to these areas and maximize opportunities for transit-oriented development in the centers.

### Regional Growth Centers

Regional growth centers are mixed-use centers designated by the Puget Sound Regional Council (PSRC) that include housing, employment, retail and entertainment uses. There are two types of regional growth centers:

- **Metropolitan Growth Centers (Metro Centers)** have a primary regional role – they have dense existing jobs and housing, high-quality transit service, and are planning for significant growth. They will continue to serve as major transit hubs for the region. They also provide regional services and are major civic and cultural centers.
- **Urban Growth Centers (Urban Centers)** have an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.

In Redmond there are two Regional Growth Centers and a Countywide Growth Center. The Regional Growth Centers are the Overlake Metro Center and the Downtown Redmond Urban Center.

### Countywide Growth Centers

The King County Countywide Planning Policies

<sup>1</sup> PSRC, Regional Centers Framework Update, March 22, 2018, [www.psrc.org/sites/default/files/final\\_regional\\_centers\\_framework\\_march\\_22\\_version.pdf](http://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf)

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include countywide growth center types. Center types applicable to Redmond planning efforts:

- **Countywide Growth Centers** serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.
- **Countywide Industrial Growth Centers** serve as important industrial areas. These areas support equitable access to living wage jobs and serve a key role in the county's manufacturing/industrial economy.

#### **Local Growth Centers**

- **Local Centers** serve as community hubs, provide local gathering places, and are appropriate places for moderate growth and focal points for services. Local centers are designated at the City level.

Marymoor Village is transitioning from a local center to a Countywide Growth Center as part of Redmond 2050.

#### **Transit-Oriented Development**

Transit-oriented development can create and sustain compact and walkable communities that provide access to opportunities around high-capacity transit.

**Transit-Oriented Development (TOD)** is medium and high-density, mixed-use development within walking distance of a high-capacity transit station (a 10-minute walk at three miles per hour). The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation.

*The development of housing, commercial space, services, and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services.*

*- Puget Sound Regional Council*

#### **Equitable Transit Communities or Equitable Transit-Oriented Developments (eTOD)**

are mixed-use, transit-served neighborhoods that provide housing and transportation choices, a mix of services, amenities and businesses, and greater social and economic opportunity for current and future residents.

*These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods.*

*Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations.*

*- Puget Sound Regional Council  
Growing Transit Communities*

Planning for TOD areas includes planning land use that can take advantage of nearby transit and also planning for transit-supportive uses that can build and sustain transit ridership over the long term.

In the Redmond 2050 update planning for TOD has been focused around the four light rail stations but TOD is also appropriate for other frequent transit corridors such as the RapidRide B Line.

#### **Editor's Note**

The Redmond 2050 plan update is exploring designation of a Countywide Industrial Growth Center in Southeast Redmond. This section will be updated as part of Redmond 2050 Phase 2.

## A. Common Urban Centers Policies

The following policy sections apply in Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers. Downtown and Overlake are clearly distinct, but both are designated as urban centers and so they share certain characteristics and policy direction. For example, both urban centers are major activity centers in Redmond, both interface with SR 520, and both will in the future have light rail stations. The following policy sections describe Redmond's urban centers in general.

### Accommodating Growth

Based on regional growth policies and community goals, much of the future growth allocated to Redmond will be accommodated in centers. These centers are urban in form and function and serve as community focal points. Special focus must be made to advance equity.

- UC-1 Focus housing and employment growth into centers and high-capacity transit station areas consistent with the Vision 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.
- UC-2 Accommodate growth through the year 2050 primarily within the centers and along major corridors. Ensure zoning capacity to accommodate the following levels of growth in the centers:

2019 – 2050 Growth Capacity Distribution		Preferred Alternative	
	Housing Units		Jobs
Overlake Metro Center	10,000		15,110
Downtown Urban Center	8,000		5,940
Marymoor Countywide Growth Center	3,800		1,700
SE Redmond Industrial Growth Center	=		2,850
<b>CENTERS SUBTOTAL</b>	<b>21,800 (73%)</b>		<b>25,600 (78%)</b>
Elsewhere	7,900		7,050
<b>TOTAL GROWTH</b>	<b>29,700</b>		<b>32,650</b>

## Relevant Framework Policies

**FW-UC-1** Plan for centers that serve as locations for residential and employment development to help create sustainable, resilient, and equitable transit communities. Centers provide a variety of economic activities, ranging from daily goods and services to small and locally owned boutiques and other specialty stores, as well as restaurants, residences and offices that promote the centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.

**FW-UC-2** Design Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers to encourage pedestrian, bicycle, and transit mobility for people of all ages and abilities.

**UC-3** Use State Environmental Policy Act (SEPA) planned actions and exemptions to efficiently accomplish environmental review and area-wide solutions in centers.

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## Compliance with Regional Requirements

Redmond's Comprehensive Plan must be consistent with state, regional, and countywide planning goals. In addition, the Urban Centers Element must conform to certain regional requirements developed by the Puget Sound Regional Council, of which Redmond is a member. Many issues, such as addressing regional transit, encouraging compact growth, and including an overview of the relationship of the Urban Centers Element to the overall Comprehensive Plan, are incorporated into this element. Other issues, such as how to protect the environment and how to develop a multimodal transportation system, are addressed in other elements of the Comprehensive Plan.

The issues and topics that are addressed in other elements of the Comprehensive Plan are listed in Table UC-1 below.

Table UC-1

Topic	Location in Comprehensive Plan
Environmentally Critical Areas	Natural Environment Element
Parks, Open Spaces and Civic Places	Parks, Arts, Recreation, Culture and Conservation Plan
Stormwater Treatment	Natural Environment Element (also Urban Centers Element)
Complete Streets	Transportation Master Plan
Pedestrian and Bicycle Design Standards and Standards for Transit-Oriented Developments	
Multimodal Transportation Network	
Context-sensitive Design	
Capital Facilities	Capital Facilities Element and Functional Plans referenced therein
Housing Target Monitoring	Housing Element (also Urban Centers Element)
Housing Variety	
Housing Affordability	
Housing Special Needs	

## Air Pollution and Greenhouse Gas Emissions

The Puget Sound Regional Council requires Urban Center plans to address strategies and programs to reduce air pollution and greenhouse gas emissions. Redmond addresses these topics through a set of integrated land use and transportation policies that together provide people options for living and working that result in fewer pollutant and greenhouse gas emissions:

- UC-1 Emphasize mixed-use developments in Redmond's urban centers so that people have convenient access to goods and services in close proximity.
- UC-2 Continue to build a multimodal transportation system, as described in the Transportation Master Plan (TMP), so that people who live and work in Redmond's urban centers have a variety of convenient low- or no-emission transportation options.
- UC-3 Continue to promote commute trip reduction strategies as a way to reduce air pollution and greenhouse gas emissions.

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## Land Use

Redmond will continue to focus on retaining and attracting a wide range of uses and activities in the centers. The land use policies that follow guide development in a manner that will serve the needs and desires of existing and future residents and businesses, while ensuring that change over time enhances the character of the centers. Downtown and Overlake are Redmond's primary centers of activity. Over the next 20 years, each will continue to attract growth in housing and employment. It is the policy of the City of Redmond to retain and attract a wide range of uses and activities in the urban centers. The land use policies that follow guide development in a manner that will serve the needs and desires of existing and future residents and businesses, while ensuring that change over time enhances the character of the urban centers.

- UC-4 Promote the regional and countywide growth centers as locations for a variety of businesses, including retail, office, service, cultural, and entertainment uses that are compatible with a mixed-use urban environment. Support the urban centers as Redmond's primary locations for added residential development to help create economically vibrant and healthy neighborhoods in the morning, daytime and evening.
- UC-5 Ensure that transit-supportive land uses<sup>2</sup> are allowed to maximize potential for transit ridership. Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater to be affordable. Minimize development costs associated with this requirement by providing incentives and bonuses.
- UC-6 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development that creates

vibrant and healthy neighborhoods that are active in the morning, daytime, and evening. Reduce disparities and improve access to opportunity and equitable outcomes through inclusive community planning, creating opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses. Promote the urban centers as locations for a variety of businesses, including retail, office, services, and entertainment uses that are compatible with a mixed-use urban environment. Encourage a variety of economic activities, ranging from daily goods and services to small and locally owned boutiques and other specialty stores, as well as restaurants, residences and offices that promote the urban centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.

- UC-7 Apply flexible regulations that encourage creative proposals consistent with urban center policies.
- UC-8 Carry out an economic development and marketing strategy to implement the vision for the urban centers. As part of the strategy, periodically monitor the economic conditions and trends affecting the urban centers.
- UC-9 Create and implement facility plans to provide adequate utilities, transportation, parks, beautification, civic, and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements in the urban centers.

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<sup>2</sup> See PSRC's 2015 [Transit Supportive Densities and Land Uses](#) report. Among job categories, government, knowledge-based, and entertainment industries are most likely to locate in transit-oriented development and are most likely to benefit from proximity to transit. Education, civic and

cultural institutions, such as universities, libraries, community centers, and museums also attract significant travel by a variety of modes, including transit.



**UC-10** Use public-private partnerships, co-location of facilities, regional facility opportunities, and other creative and cooperative tools to meet the unique public facilities and service needs of centers, including schools, utilities, transportation, parks, beautification, civic, social, and other improvements and needs. Consider potential locations for these needs when updating land use and functional plans, reviewing master plans, and in updates to incentive programs, such as utilities, transportation, parks, beautification, civic and other improvements. Encourage public-private partnerships to meet human services needs as well.

**UC-11-8** Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations.

**UC-12** Recognize that the light rail alignment, station locations, and Park and Ride location illustrated in Map TR-1 in the Transportation Element best fit Redmond's needs for a planned light rail extension to Overlake and Downtown.

**UC-13** Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high-quality urban place that emphasizes pedestrian and bicycle activity and minimizes motor vehicle parking facilities through consideration of design, land use density and mix, community facilities, and public and private investments.

## Character and Design

Both Downtown and Overlake will be home to Thousands who live or work in the urban centers, so and will be developed to urban

intensities. Therefore, it is especially important that they be great places to spend time. Urban character and design attributes are critical to creating great places and universal design considerations are critical to designing an inclusive community. Character-Urban character and design attributes are critical to creating great places, and universal design considerations are critical to designing an inclusive community..

**UC-9** Develop design standards that ensure a distinct character for each center and accommodate a variety of urban building types and forms (block/site/ neighborhood).

- Overlake shall emphasize contemporary urban design form and features while also drawing on the rich multi-cultural composition of our community.
- Downtown shall emphasize Pacific-Northwest design features with a focus on materials, textures, forms, and native landscaping that reflect this aesthetic.

**UC-10** While each urban center has its own distinct character and design aesthetic, there are some character and design attributes that are common to add: Downtown and Overlake.

- Development in both urban centers should exhibit high-quality design with durable, sustainable materials/features and utilize innovative solutions to urban design and affordability priorities.
- Standards should be performance/ outcome-based and provide flexibility to ensure that each building is unique and different from adjacent properties.
- Centers should feature public places that attract people for visits and provide opportunities for community events. Streetscapes in both urban centers should be pedestrian friendly and attractive.

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UC-14 Enhance the appearance of the built environment through superior design and the use of high-quality and durable building materials. Soften the appearance of buildings, service areas, and parking facilities through landscaping, use of architectural screens, and retention of healthy trees.

UC-15 Identify and create public places that:

- Offer activities and uses that attract people;
- Incorporate site furnishings, such as benches and bike racks;
- Are easy to see and to access, are safe and welcoming;
- Foster interactions among visitors; and
- Have a sense of permanence.

UC-16 Encourage pedestrian activity, including informal gatherings, through public and private investment in improvements along the streetscape, such as:

- Street furniture, such as benches and kiosks, that provides a unifying element;
- Parks, plazas and other “people places”;
- Visual features, such as fountains, squares and sculptures;
- Signage and markers to assist with wayfinding; and
- A planting program, including special plantings, flower baskets and/or other seasonal plant displays.

UC-11 Consider universal design techniques when designing pedestrian spaces for people of all ages and abilities, including informal gatherings, through public and private investment in improvements in the public realm (publicly accessible areas between the building frontage and back of curb). Consider:

- Street furniture, lighting, and markers that provides a unifying element and places of refuge and wayfinding;
- Parks, plazas, street cafes, and other gathering/meet-up places that could host inclusive and accessible public performances and art installations;
- Visual and sound features, such as fountains, squares, sculptures, public art, and pavement treatments; and
- Trees and/or open non-vegetated shade options like shade cloth structures to provide places of respite and shade.



Center Court at Redmond Town Center



New sidewalks surround local businesses

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## Parks, Arts, Recreation, Culture and Conservation

Parks, plazas, pathways, open space and art all enhance the urban environment and make Downtown and Overlake more centers attractive places in which to live, work and visit for community members of all ages and abilities. It is important that these amenities be linked together to ensure access to them. Also, given that there is a lack of recreational amenities in the core of Downtown and Overlake, it is important that new New development should incorporate amenity and recreational areas for occupants and visitors to meet current and future needs. (See also the Parks, Arts, Recreation, Culture and Conservation Element.)

UC-17-12 Promote the vision of the parks, plazas, art, pathways, and open spaces in the urban centers as being part of a cohesive system of public spaces that is integral to distinguishing the urban centers as as pedestrian- and bicycle-friendly places. Encourage consolidation of open spaces that are linked and/or adjacent from parcel to parcel to maximize opportunities for connectivity and activation of space. "people-places."

UC-18 Develop and maintain a variety of linkages, such as paths and wayfinding elements, among parks, plazas, and open spaces to create an interconnected system of public spaces that are within walking distance of each other.

UC-19 Encourage new development to incorporate recreational areas and open space for use by residents, employees and visitors.

UC-20 Size and design plazas and open spaces to meet the needs of those who live, work, and shop in the area. Include among the facilities a place to gather, rest, eat, and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

UC-13 Design plazas, rooftop amenities, and open spaces to meet the recreational, social, and cultural needs of those who live in, work in, and visit the area while being accessible to community members of all abilities.

- Include places to gather, rest, eat, and engage in active recreational activities. Consider incorporating the cultural gathering and activity needs of the community when planning these places.
- Provide places for shade and relief and covered gathering places where possible, utilizing a variety of urban forms such as trees, art, structures and installations.
- Look for opportunities to dedicate at least one outdoor gathering area in each center, such as a park, plaza, or low-volume street that can be closed to vehicle traffic for events.
- Look for opportunities to create community gardens, edible landscaping, and other solutions to increase food security in an urban environment. Consider needs and solutions that reflect the culture of the community and explore partnership opportunities that could maximize the benefit and ongoing maintenance of these resources.
- Look for opportunities to co-locate facilities with schools, community centers, and other public facilities and structures.

## Transportation

Transportation policies for Downtown and Overlake centers emphasize providing a variety of mobility choices in order to increase access to, from, and within the urban centers. While the policies recognize future reliance on use of private vehicles, they also place an emphasis on emphasize investments that will enable more safe comfortable and attractive opportunities for walking, using transit,

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and bicycling. (See also the Transportation Element.)

UC-14 Streetscapes in centers should be safe and comfortable for pedestrians, feature connected bicycle networks for cyclists of all ages and abilities, be attractive, and meet the needs of residents with physical and intellectual disabilities.

UC-21 Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/ structures, provide a comfortable and attractive pedestrian environment and contribute to the urban centers' aesthetic appeal.

UC-22 Design and construct pedestrian corridors to enhance pedestrian safety and pedestrian use of the area. Connect businesses within the retail area with each other and with transit. Include street furniture such as benches on pedestrian corridors on public rights-of-way or public property to make them functional and inviting.

UC-23 Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.

UC-24 Implement a parking development and management program that:

- Minimizes on-site surface parking;
- Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area;
- Creates incentives for structured parking;
- Maximizes on-street parking, particularly for use by those shopping or visiting; and
- Provides techniques to property owners, businesses, and

organizations to manage parking demand;

UC-25 Ensure safe, efficient access to and within shopping areas for all transportation modes by:

- Providing for sufficient parking for retail businesses to meet normal parking demand, while avoiding excessive paving and underused land;
- Encouraging business driveway access onto local streets, rather than arterials, wherever feasible;
- Encouraging joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall parking needs; and
- Separating and buffering walkways from vehicular circulation areas.

UC-26 Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520:

- Support the operation of city arterials for all modes;
- Connect HOV lane users conveniently with transit hubs;
- Reserve capacity for light rail transit; and
- Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects.

UC-27 Strive to achieve by 2030 a non-single occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting, or other "virtual" commute) mode split of 40 percent for peak-period trips in the urban centers. Do this by providing a pedestrian and transit supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, enhancing transportation demand

management strategies, and implementing a parking-development and management plan.

UC-28-15 Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and other amenities that support these services in convenient locations that conveniently serve the urban centers and support the vision for them.

UC-29-16 Encourage new transit-oriented development (TOD) near light rail stations and other high-capacity transit stops in order to take advantage of local and regional transit opportunities. Designate TOD Focus Areas to implement TOD and maximize TOD and eTOD opportunities, including development standards and incentives as well as other innovative tools.

B.

## Downtown Neighborhood Policies

### Introduction

The community's vision for Downtown Redmond is based upon many years of workshops and forums with people who live or work in Redmond. At these workshops, people have agreed that the Downtown should be a place that:

- Meets community needs for employment, shopping, recreation, civic activities, cultural, and night life opportunities;
- Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, and plazas and parks;
- Is oriented to pedestrians and bicycles with attractive streets appropriate for a destination environment;
- Provides easy and convenient access to transit;
- Is an urban area enhanced by a rich natural setting, including open space, trees and other landscaping, and a focus on the Sammamish River; and
- Is a place where people want to be, that maintains its comfortable and connected feel and sense of Redmond's history and historic buildings, yet promotes the city's identity as a major economic center.

The community envisions a place that is attractive to a wide variety of people, including those who choose Downtown because living and doing business there is one way of reducing impacts to the natural environment. The policies in this element are designed to help the community achieve its vision of a strong and lively downtown and thus contribute positively to the richness of Redmond's quality of life. To fulfill the future vision, the Comprehensive Plan requires both private and public actions. Private actions are needed to provide desired developments and high-quality design, while public investments and programs are necessary to draw people to the heart of the city, beautify City facilities, and encourage private investment.

The Downtown Urban Center boundary is shown in Map DT-1.

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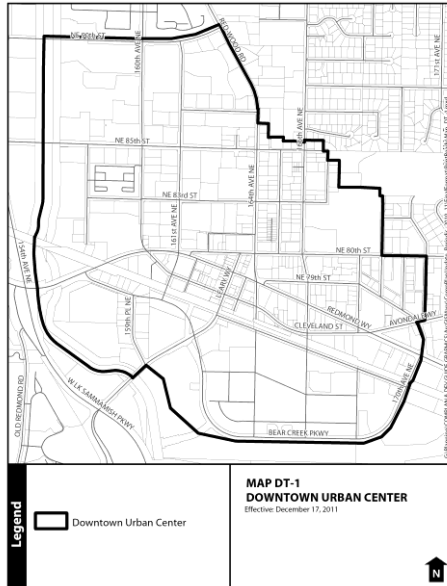
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#### EDITORS NOTE:

Section B, for Downtown, is not included in this document to save space and for easier review. The Downtown section will be updated in 2022-2024 as a part of Redmond 2050 Phase 2.



## Public Participation in Neighborhood Plan Update

- DT-1 Revisit the Downtown plan on a periodic basis with broad input from the community to ensure that the community is making progress toward achieving the Downtown vision.
- DT-2 Support Downtown residents in ongoing and enhanced communication with the City, as well as community building efforts.

## General Policies

### Land Use

Downtown Redmond is growing into a center of activity in Redmond with a high quality of life for those who live, work and visit the area. The land use policies that are specific to Downtown guide development in a manner that ensures that changes in the Downtown reflect the existing character and scale of the neighborhood.

DT-3 Enhance the Downtown Neighborhood by creating visually distinctive, pedestrian-oriented zones as follows (see Map DT-2):

- Old Town and Town Center: A pedestrian-oriented retail, entertainment, and residential core that provides opportunities for comparison shopping for a wide variety of goods and services and creates an active focus for the Downtown and city;
- Sammamish Trail, Town Square, River Bend and Anderson Park: Mixed-use residential/ office zones adjacent to the retail core that accommodate employment and housing growth in high-quality environments;
- Valley View, Bear Creek and Trestle: Convenience retail zones at the entrances to the Downtown that provide for everyday shopping needs, such as groceries, pharmacies, and other convenience retail goods and services, while reducing the need for lengthy trips; and
- River Trail, Carter and East Hill: Residential zones at the periphery of the Downtown that provide a variety of attractive housing choices within quiet neighborhoods a short walk from jobs, stores, services, recreation and transit.

*Map DT-2 is provided for reference purposes only and represents the current Downtown Zones Map adopted in the Redmond Zoning Code. The map is not adopted as part of the Redmond Comprehensive Plan, and the Redmond Comprehensive Plan need not be amended each time the Downtown Zones Map in the Redmond Zoning Code is changed. The Planning Director or designee is authorized and directed to update this reference map whenever the Downtown Zones Map in the Redmond Zoning Code is amended.*

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DT-4 Encourage growth in the advanced technology sector in Downtown.

DT-5 Plan to accommodate the following levels of development through the year 2030 in the Downtown Urban Center portion of the neighborhood.

	Existing (2010)	Planned (2030)
Residents	4,270	11,350
Dwelling Units	2,300	6,170
Residential Density (units/gross acre)	5.3	14.2
Employees	8,100	10,800
Employee Density (jobs/gross acre)	18.72	24.95
Zoned Building Intensity	3.5 FAR	3.5 FAR

DT-6 Retain existing Downtown boundaries and encourage redevelopment and infill within these boundaries. Encourage natural or naturally designed landscaping and open space on the edges of the Downtown to act as a transition to adjacent neighborhoods and to Marymoor Park.

#### Redmond Central Connector

A portion of the Redmond Central Connector runs along the former BNSF railroad right-of-way that extends through the Downtown. The Redmond Central Connector is a significant asset within Redmond. Community preferences regarding the character and use of the Redmond Central Connector began with the Downtown Transportation Master Plan and continued with the development of the Redmond Central Connector Master Plan. The policies below build on these preferences and provide direction for future improvement of the Redmond Central Connector, as well as further development of adjoining properties.

DT-7 Plan for and improve the Redmond Central Connector within the Downtown in order to:

- Provide for a continuous regional trail, open spaces and light rail;
- Improve opportunities for and access to retail and cultural activities;
- Link the north and south parts of the Downtown through a variety of
- multimodal connections, including but not limited to woonerfs, mid-block paths, local streets with pedestrian and bicycle facilities and arterials;
- Improve its aesthetic appeal through enhancements, such as trees, landscaping, plazas, and gathering places for enjoyment of visual or performing art;
- Honor Redmond's history as a small rural town, including the function of the former railroad, as part of improvements within the right-of-way;
- Ensure through development of specific design guidelines that improvements within and adjacent to the Redmond Central Connector relate to and contribute to the character and function of the variety of adjoining zones, particularly Old Town; and
- Achieve the goals of the Redmond Central Connector Master Plan.

DT-8 Create a phasing plan for the development of the Redmond Central Connector that includes the regional trail; park, art, plaza and historical features; utilities; and transit features to ensure efficiency in constructing multiple capital projects with the Connector.

DT-9 Ensure when new development, redevelopment or exterior remodeling take place on



properties on both sides of the Redmond Central Connector that the building and site features integrate with the corridor to create active and engaging spaces for corridor users that are well designed with high- quality materials that respond appropriately, aesthetically and functionally, and contribute to achieving the City's goals and vision for the Redmond Central Connector.

Downtown, together with Overlake and Southeast Redmond, are the portions of Redmond long identified in the Comprehensive Plan for light rail stations. As Sound Transit plans for light rail, the City must ensure that its station and alignment interests are reflected in the development and construction of the East Link light rail. The character and function of Redmond's future light rail stations will vary to reflect land use and transportation goals specific to the Downtown, Overlake and Southeast Redmond neighborhoods. Within the Urban Centers Element, the Comprehensive Plan policy below, together with policies UC-12, UC-13 and OV-32, articulate the City's preferences concerning the general character of the stations and surrounding areas.

- DT-10 Evaluate and consider changes to development regulations in areas adjacent to future light rail stations to encourage transit- oriented development.

### Character and Design

The Downtown has an identity distinct from the rest of the city as Redmond's primary community gathering place. Enhancing the Downtown as a desirable place for people to live, work and gather with friends depends on ensuring that it is a place where people want to visit, conduct business and spend time. The Downtown vision retains and builds on the strengths of the past, including the City's heritage, its high-quality environment, and its attractive civic places.

- DT-11 Ensure that building heights in the Downtown respect views of tree lines and adjacent hillsides and contribute to the development of an urban place that feels comfortable for pedestrians. Achieve this by

limiting building heights to five and six stories in general and by allowing exceptions for additional height in a portion of the Town Center zone and elsewhere when accompanied by exceptional public amenities.

- DT-12 Reinforce the Downtown as Redmond's primary location for civic places, such as the Saturday Market, the Old Redmond Schoolhouse Community Center, the Old Firehouse Teen Center, the City Hall campus, and cultural or educational facilities, that are a focus for activity.

- DT-13 Identify historic resources that are defining features of Redmond's Downtown and use the following techniques to preserve the historic character:

- Encourage landmark nomination,
- Encourage restoration and maintenance,
- Incorporate historic building facades or elements of the existing historic buildings into new development,
- Encourage signage or other informational markings at historic sites or structures,
- Ensure that design of new developments adjacent to Historic Landmarks respect the historic character of those buildings and encourage design sympathetic to historic character where adjacent historic buildings are likely to qualify for landmarks, and
- Celebrate the history of Redmond through creative and meaningful presentations of historical objects and integrated historical features and art as part of public places and developments.

### **Parks, Arts, Recreation, Culture and Conservation**

The community's long-standing vision has been to promote the sense of the Downtown as a lively urban area within a beautiful natural setting. This will be achieved by continuing to highlight and preserve the natural features of the Downtown by maintaining and enhancing the Downtown parks and trails system and improving connections between these features. The parks and trails system will evolve with changes in the Downtown to provide a variety of amenities desired by users. The parks system will be capable of hosting small and large events, performances, and classes that draw people to Downtown. The park and trail systems will have integrated art and historical elements and interactive features to encourage communication among visitors. Chapter 13 of the Parks, Arts, Recreation, Culture and Conservation (PARCC) Plan shows existing and proposed parks, open space and trails in the Downtown and provides goals and strategies related to arts, recreation, culture and conservation within the urban center.

- DT-14 Retain and enhance existing parks in the Downtown and add new parks in locations such as the former King County shops site, along the Sammamish River, and in the mixed-use residential/office zones.
- DT-15 Plan and provide for the changing recreational needs of the Downtown through remodeling of existing park, trail and recreational facilities and planning for new facilities, such as considering a new community fitness and aquatics center, more trails, and increased opportunities for the arts in Downtown.
- DT-16 Foster the growth and addition of visual and performing arts experiences and opportunities Downtown by:
  - Encouraging development of an arts center that supports performing and visual arts and educational programs;
  - Encouraging inclusion of public art features with all private and public development;
  - Supporting programs that locate public art features in key locations, as well as integrated art designs; and
  - Activating public spaces with special events and performances.
- DT-17 Identify and create Downtown gateways that are integrated with the transportation system, including bicycle and pedestrian connections, using artwork, signage, landscape features and structures. Work with private property owners to help create gateway design features.
- DT-18 Develop and maintain the open space on the Municipal Campus as a community gathering place with access to the Sammamish River. Incorporate green areas for recreation, plazas, water features and outdoor spaces for performing arts, visual arts displays and major events.
- DT-19 Encourage and support events, such as cycling-related activities and art and music programs, that attract people to the Downtown, particularly Old Town and Town Center.
- DT-20 Ensure that development adjacent to the Sammamish River, Bear Creek, and other Downtown parks complements and enhances these areas through techniques, such as:
  - Providing secondary pedestrian entrances, balconies, and other building features that enable people to interact with the natural environment;
  - Complementing these parks with connecting landscaping, picnic areas, plazas, and other pedestrian features;
  - Locating parking lots, garages, auto-oriented signing, garbage, utilities, and service areas where they are not visible from these parks;
  - Using creative design concepts and construction methods to protect natural features; and

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- Encouraging low-impact development and when using traditional stormwater management techniques, designing ponds and bioswales next to these parks to be attractive and accessible amenities, rather than barriers to the natural features.

### Transportation

The community's preference is for a variety of mobility choices to significantly increase access to, from and within the Downtown. While there will be continued reliance on vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit or bicycling between stores, work, residences, parks and other attractions.

**DT-21** Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:

- Encouraging commuter traffic that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses;
- Encouraging use of transit, car pools, bicycles, walking, and other forms of transportation that limit congestion and parking demand;
- Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region;
- Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service;
- Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional

corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points;

- Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown;
- Implementing shared-street connections to provide access, circulation, and
- active spaces for adjacent properties in Downtown focusing on non-motorized transportation; and
- Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives.

Downtown's designation as an Urban Center qualifies it as a candidate for a Growth and Transportation Efficiency Center (GTEC). The GTEC concept is part of Washington's Commute Trip Reduction program and has enabled areas to receive additional funding and assistance in creating programs to encourage use of alternatives to single occupant vehicle use and reduce single occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality, and livability.

**DT 21.1** Establish the Downtown Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Downtown and the surrounding neighborhoods in Redmond.

**DT-22** Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones and promote the Downtown's aesthetic appeal. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping and lighting. Ensure that these treatments are implemented as part of public and private development.

- DT-23 Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way operation after improvements to extend Bear Creek Parkway, 161st Avenue NE, and 164th Avenue NE have been completed.
- DT-24 Implement the recommendations of the adopted Downtown East- West Corridor Study (DEWCS) in order to encourage the creation of a unique, vibrant, and pedestrian-friendly “main street” environment along Cleveland Street that:
- Creates informal outdoor gathering places;
  - Uses streetscape beautification elements, such as street trees, seating areas, pedestrian-scaled street lighting, hanging flower baskets, artwork, and unique signage, to soften and enliven the pedestrian environment;
  - Has strong linkages across the Redmond Central Connector for vehicles, bikes and pedestrians; and
  - Complements the historic character of Old Town.

### Downtown Zones Policies

The Comprehensive Plan recognizes the Downtown as a single neighborhood—less than one square mile in size—that contains a series of sub-neighborhoods or zones. These individual zones will continue to develop as distinctly different places within the Downtown, characterized by different building heights, designs and land uses, distinctive entrance corridors, streetscapes, roadway designs, landscaping and amenities. Map DT-2: Downtown Zones shows these zones.

### **Pedestrian-Oriented Retail Areas**

Downtown Redmond contains two zones planned for extensive pedestrian-oriented retail activity, comparison shopping, entertainment and residences: Old Town and Town Center. The two zones are adjacent and will be linked through pedestrian and bicycle connections and visual features via connections across the Redmond Central Connector. The block faces of the streets and intersections in these zones will be lined with continuous storefronts and entries to enliven the pedestrian experience of these two areas.



*Well-maintained sidewalks create a pedestrian-friendly atmosphere for local businesses within Downtown Redmond*

### Old Town

The Old Town zone incorporates the original Downtown and includes a number of historic structures. Residents have repeatedly stated that they value the traditional Downtown character and historic structures. Policies for this zone address how to retain that character, as well as allowing future change.

- DT-25 Ensure that development and redevelopment in Old Town retain this area's historic village character and complement the character and scale of existing historic buildings. Maintain height limits appropriate to this character and the pedestrian environment.
- DT-26 Encourage retention of historic buildings that define the character of Old Town through programs and administrative practices that encourage preservation and reinvestment.
- DT-27 Actively support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision for Old Town. Encourage a variety of economic activities, such as boutiques and other unique stores, restaurants, residences and offices, that promote Old Town as a destination and provide for active uses during the day and evening hours.
- DT-28 Maintain and enhance the traditional Downtown "main street" character, which includes continuous pedestrian-oriented storefronts and pedestrian-scaled streetscapes, through specific attention to architectural detail, components of the streetscape, and the relationships between them.
- DT-29 Enhance Old Town's pedestrian activity, safety and historic character by:

- Avoiding four-lane arterials through Old Town and developing vehicle routes that reduce the negative effects of through traffic,
- Developing and implementing traffic- calming designs that maintain and enhance this zone as a pedestrian- friendly place,
- Encouraging structured parking within or adjacent to Old Town and requiring that structured parking within the zone be designed to either blend with the historic character or be hidden, and
- Discouraging on-site parking next to the sidewalk edge.

- DT-30 Encourage the retention and addition of afternoon and evening entertainment, such as live theater and comedy, dining, dancing, and live music, to provide these entertainment opportunities close to home for the greater Redmond community.

### Town Center

Town Center is one of the city's primary gathering places. Its mix of shops and restaurants, offices, hotel rooms, and eventually residences in the heart of the city brings people together during the day and evenings for planned or casual meetings. The design of the buildings, street patterns, and public plazas are modern yet reflect the character of historic properties in adjacent Old Town. Improvements in walking connections between the two zones will help both areas thrive. The long-term vision for Town Center is that it will continue to develop as a major gathering and entertainment place within the community, that its trails will be connected to Marymoor Park by a more direct and attractive connection across SR 520, and that transit service will provide a choice equal in attractiveness to automobiles.

The design and development of this zone is controlled by a Master Plan established to ensure that development here integrates with and positively influences future redevelopment of the greater Downtown area and retains traditional building styles, street patterns, variety of uses, and public amenities.

**DT-31** To maintain the Town Center zone's health, vitality and attractions, ensure that continued development and redevelopment in the center:

- Retain and protect the site's significant natural and aesthetic features, including healthy mature trees, stream courses, and indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River;
- Provide plazas, pedestrian malls, and other open spaces that promote outdoor activity and encourage pedestrian and bicycle circulation between the Town Center, the Redmond Central Connector, and the rest of Downtown;
- Provide and maintain opportunities for recreation and leisure activities and programs that complement other uses in the zone and the rest of Downtown and generate pedestrian activity;
- Complement and are compatible with the Old Town zone and preserve the Justice White House, the Saturday Market, and other features of community and historic significance within Town Center;
- Encourage the addition and retention of after-work-hours and late-evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide a lively entertainment area adjacent to Old Town;
- Maintain a minimum of 600,000 square feet of gross leasable area dedicated to retail uses;
- Provide structured parking to minimize visual impacts and encourage pedestrian activity;
- Provide for circulation, land use, and parking linkages with the

existing Downtown to attract, encourage, and facilitate the movement of shoppers between Town Center and other parts of the Downtown;

- Retain Bear Creek Parkway as a tree-lined boulevard with safe pedestrian and bicycle connections. Preserve the Bear Creek open spaces and environmentally critical areas adjacent and near Bear Creek Parkway;
- Preserve at least 44 acres for use as public open space per the Town Center Master Plan; and
- Encourage the addition of residential development.

**DT-32** Encourage development of residential uses by maintaining the maximum commercial building area for Town Center of 1,490,000 square feet without transfer development rights (TDRs) or 1,800,000 square feet with the use of TDRs.

**DT-33** Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection across SR 520 and light rail facilities.

### Convenience Commercial Areas

The convenience commercial areas of Downtown include the Valley View, Trestle and Bear Creek zones. These three zones are located at the major entrances to the Downtown to conveniently serve shoppers both within and from outside the neighborhood. These zones are intended to provide for everyday, basic shopping needs and services, such as groceries, pharmacies, and other convenience retail goods and services. The policies for these zones are designed to ensure that land uses and redevelopment in the area are compatible with shopping and service needs of the community and surroundings, as well as with the long-term Downtown vision of encouraging a more pedestrian-supportive, mixed-use environment in these zones.



DT-34 Provide for convenience commercial centers at entrances to the Downtown to provide convenient bicycle, pedestrian, and vehicular access from residential and employment areas.

DT-35 Ensure that convenience commercial zones continue to provide basic daily goods and services, such as groceries, pharmacies, dry cleaner outlets, and other convenience retail goods and services that meet the needs of the Redmond community.

DT-36 Ensure that new development, redevelopment, additions and remodels of existing buildings and centers located at gateways to the Downtown further improve the visual appeal of these portals to the neighborhood.

DT-37 Consider allowing additional building height up to four stories and additional residential densities for redevelopment of retail centers into urban village forms that provide desirable mid-block streets that provide vehicle and bicycle access and pedestrian- supportive streetscapes to improve the pedestrian safety and character of these zones. Promote design of any such redevelopment to contribute to community goals, such as creation of plazas and open spaces, and require that the following provisions, at a minimum, are achieved:

- Desired basic retail goods and services, such as groceries and pharmacies, are retained or provided in the affected redevelopment area;
- Parking for the site is conveniently located but not dominating the street front;
- Off-street parking requirements are maintained at the “convenience commercial” ratio for the zone;

- Additional building height can transition gracefully from nearby lower density neighborhoods; and
- Adequate transportation and other public facilities and services can be provided.

### **Mixed-Use Residential/Office Zones**

The Downtown Neighborhood contains four distinct mixed-use residential/office zones, all intended to provide for significant residential growth, as well as opportunities for growth in professional, business, health and personal services. The distinction between the zones is reinforced through variations in design and development standards and minor variations in land use.

The purpose of these zones is to foster the evolution of mixed-use residential/office neighborhoods Downtown in an attractive, urban environment within walking and bicycling distance to daily retail and transit services and recreational opportunities.

DT-38 Encourage vertical and horizontal mixes of residential and office uses throughout the mixed-use residential/office zones.

DT-39 Provide a variety of land use options for market-driven residential/office development that is consistent with the vision for the zones.

DT-40 Encourage retention, location and expansion of professional, financial and commercial office land uses for personal and business services in the area. Provide limited opportunities for complementary retail uses at ground level, allowing local stores without detracting from the retail cores.

DT-41 Regulate building height, design, and open space to provide transitions between Downtown zones and to minimize impacts on adjacent residential or lower-scale zones.



**Sammamish Trail**

**DT-42** Encourage development, including restaurants and retail uses, that focuses on, celebrate, and enhance the environment of the Sammamish River by:

- Providing open spaces, pedestrian walkways, and bicycle trails connected to the Sammamish River;
- Orienting building entrances, plazas, and upper-story open spaces to the river trail;
- Encouraging building designs that are attractive and oriented to the river trail, as well as the streets;
- Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ sensitive area boundaries; and
- Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan.

**Town Square**

**DT-43** Encourage new transit-oriented development in this zone in order to take advantage of its proximity to local and regional transit opportunities.

**Anderson Park**

**DT-44** Encourage the development of a mix of multistory residential and office buildings that complements the surrounding zones. Allow limited retail space to provide convenient access without diluting the more concentrated retail cores of Old Town and Town Center zones.

**River Bend**

**DT-45** Reinforce the role of this area as an entrance to Downtown by enhancing its appearance with streetscape improvements along with redevelopment. Use design standards to encourage the creation of mixed-use residential/ office villages and buildings and direct public and private investments to link the zone to the Downtown core and the Sammamish River.

**DT-46** Continue to preserve the “green” gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.

**Residential Zones**

Downtown includes three residential zones at the periphery of the neighborhood that are intended to retain a quieter “residential” character than the other nearby mixed-use areas. These zones will provide a variety of housing types that are not primarily mixed-use, in developments that include more typical residential features, such as front yards, landscaping, and ground-related patios and porches. These areas are all located within walking distance to the various retail and service areas in the Downtown.

**River Trail, Carter, and East Hill Zones**

**DT-47** Promote the development of residential zones with buildings whose design, density, height and bulk reinforce a high-quality character by:

- Encouraging a variety of well-designed housing styles and densities;
- Applying development standards and guidelines to promote aesthetically pleasing, private, safe and comfortable housing through design and open space; and
- Ensuring appropriate landscape design and installation in

multifamily yards to enhance and maintain comfortable and appealing residential neighborhood environments.

**DT-48** Provide desirable long-term living environments for a variety of age and economic groups by offering incentives to develop affordable housing and senior housing.

**DT-49** Allow general service uses as part of the ground floor of residential developments when the nonresidential uses are:

- Complementary and compatible with the nearby residences and do not detract from the relative calm and quiet of the zones,
- Designed to minimize potentially adverse impacts of increased traffic and parking in the area, and
- Designed in a manner that is consistent with residential buildings and the streetscape in the area.

### East Hill Zone

The East Hill zone is primarily comprised of Downtown's original single-family neighborhood, with original street patterns, lot sizes, and houses dating back to the early 1900s. This area is envisioned to redevelop over time, with many of the original home sites being redeveloped with multistory townhomes, condominiums and apartments in developments that reflect the characteristics of the existing houses, with similar roof and architectural styles.

Within the East Hill zone lies the Perrigo's Plat Subarea, which is bounded by NE 85th Street, NE 80th Street, 164th Avenue NE and 166th Avenue NE. William Perrigo established this original homestead in the early 1900s. Today, this area remains appealing due to its quaint and inviting character, including the large trees along the street, generous front yards, variety of building styles and features, sense of quiet and peacefulness, and unique bungalows.

The policies in this section are designed to retain the area's special character and to ensure that the single-family residential structures and yards are well maintained until they are redeveloped with higher-

density residential uses or are converted to nonresidential uses that are compatible with the residential neighborhood.

**DT-50** Provide incentives to retain existing single-family structures by allowing general service uses and limited retail uses in these structures provided such nonresidential uses meet all other criteria specified in Policy DT-49 above.

**DT-51** When considering different types of commercial land uses that may be compatible in the zone, ensure that:

- Site designs for nonresidential uses in existing single-family structures are compatible with and complementary to the character of the zone and the potential noise and vehicle impacts are limited, and
- On-site surface parking for such uses does not adversely impact the ambiance of the zone.

**DT-52** Provide development standards and guidelines for nonresidential uses in existing single-family structures to ensure the look, feel and character of the residential neighborhood is maintained even with the conversion of the single-family structures to nonresidential uses.

**DT-53** In the Perrigo's Plat Subarea, provide development standards that:

- Emphasize features typically found in single-family neighborhoods, including pitched or mansard roofs, front doors, porches or stoops, chimneys and house-like windows;
- Use visually appealing, high-quality, exterior building materials, such as brick, stone, masonry and copper;
- Maintain views from the street of open space between buildings by avoiding a continuous building face along the blocks;

- Complement the historic feel and green character of the streetscape of 165th Avenue NE in this area; and
- Contribute to retaining variety and visual interest in the subarea through techniques, such as variation in building features and site design elements.

DT-54 Retain and enhance 165th Avenue NE in Perrigo's Plat as a unique and very pleasant place to live, work and visit by promoting features that define and contribute to this character, including:

- A canopy made up of a mix of larger- and smaller-scale trees;
- Generous planting strips, landscaped areas, and lawns to emphasize a green character; and
- A narrow two-lane street with curbside parking and sidewalks to promote pedestrian safety.

## C. Overlake Neighborhood Policies

### Introduction

The Overlake Neighborhood, with its mixed-use and commercial areas, corporate campuses, and residential neighborhoods, is located in the southwest corner of Redmond. The neighborhood is bounded on the west by 148th Avenue NE, on the north by NE 60th Street and State Route (SR) 520, and on the east by West Lake Sammamish Parkway and Bellevue-Redmond Road, which also forms the southern boundary with NE 20th Street. While the area commonly referred to as Overlake extends west into Bellevue, those areas are not part of the plan for Redmond's Overlake Neighborhood, although they were considered in preparing policies for Overlake.

### Framework Policies

#### FW-OV-1

Support Overlake as a focus for high technology and other employment located within a vibrant urban setting that provides opportunities to live, shop and recreate close to workplaces. Make public and private investments that reinforce the desired character and increase the attractiveness of Overlake as a place in which to walk, bicycle and use transit.

#### FW-OV-2

Ensure that development and investments in Overlake address transportation issues of concern to both Redmond and Bellevue. Help to retain and enhance a focus on sustainability and resiliency within the area through addition of parks, street trees and landscaping.

### Public Participation in the Neighborhood Plan Update

The Overlake Neighborhood Plan was developed in partnership and close coordination with the area's business and property owners, people who live or work in the area, interested community members, Redmond elected officials, and members of several boards and commissions. The 2007 update of the Overlake Village and Employment Area built on the work of the 1999 Citizens Advisory Committee and was supplemented with input and comments from three neighborhood events, several focus group and stakeholder meetings, and through the Redmond website. The 2010 update for the Residential Area engaged a three-member Citizen Advisory Committee to consider updates to the single-family portion of the Residential Area. They vetted their consideration of issues, opportunities and long-term ideas with neighborhood residents at regularly scheduled work meetings, open houses, and through questionnaires, a neighborhood website and FOCUS magazine.

#### Neighborhood Vision

The vision statement below describes the Overlake Neighborhood vision for in the year 20302050 - It is intended to describe what the neighborhood will look and feel like when the Plan is implemented.

*The Overlake Neighborhood provides excellent opportunities to live, raise a family, work, develop a business, shop and recreate. Overall, it is a place that:*

- Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, and plazas and parks;
- Meets community and regional needs for employment, shopping, recreation, cultural, entertainment, education, and other uses in the morning, afternoon, daytime and evening;
- Is oriented toward pedestrians and bicyclists, well served by local and regional bus and light rail transit service, and offers strong multimodal connections within its boundaries and to nearby areas;
- Is an a medium- and high-density urban environment enhanced by landscaping.

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parks, plazas and open spaces, and preservation of natural features; and

- Is a place that people want to be, with a unique modern character that is still distinctly Redmond celebrates its multicultural community members and businesses.

Within the neighborhood are three subareas: Overlake Village, the Employment Area and the Residential Area as shown in Map OV-1 above. The map also shows the Overlake Urban Center boundary.

### Overlake Village

This area has become an urban, mixed-use neighborhood with a sense of place and activity that makes it attractive for living. It is part of a larger commercial area that extends west into Bellevue with a mix of activities and uses and is a destination for many in Redmond and in the region.

- Improved connections, including a light rail station at the north end of 152nd Avenue NE, between this area and the Employment Area, allow residents and visitors greater access to a major employment hub.
- Residences have been added near stores and services, and many more people live in the area. Housing choices include residences attractive and affordable to a wide range of household sizes and income levels. With more residents, there is a stronger sense of shared community identity in the Village.
- Redevelopment has brought retail storefronts closer to the street, making the area more hospitable to transit, pedestrians and bicycling. The neighborhood's core, 152nd Avenue NE, is a pleasant place to walk or sit, and people stroll on the street during the day and evening. The redevelopment encourages the residents of surrounding Redmond and Bellevue neighborhoods to shop and work here.
- Small and international businesses have been retained, while others have arrived. They offer a mix of retail commercial opportunities that meet a range of needs from daily goods and services, to niche and boutique retailers, to restaurants and entertainment.
- Residents and business owners alike

choose Overlake Village in part because living and doing business in the Village is one way of reducing impacts to the natural environment.

- A system of plazas, parks and open spaces has been developed, providing residents, employees and visitors with opportunities to gather, recreate or enjoy the natural environment and abundant landscaping. A network of walkways and trails provides connections among these spaces and to others within the Overlake Neighborhood and in nearby areas.

### Employment Area

The Employment Area is home to major corporations, advanced technology, research and development, and compatible manufacturing businesses. Over time, it has maintained a campus-like environment with attractive landscaping and the protection of important natural features, while developing intensively yet efficiently.

- Improved connections, including light rail, between this area and Overlake Village allow employees greater pedestrian, bicycle and transit access to shops, entertainment, recreation and residences.
- Smaller-scale mixed-use developments offer employees convenient shopping and services and the opportunity to live close to work.
- Together with Overlake Village, the area helps meet City and regional economic development goals by providing for economic diversity and high-wage employment. These core activity areas function and are recognized as a regional Urban Center, demonstrating that high technology uses can thrive in a balanced urban setting that offers opportunities to live, work, shop and recreate to an increasingly diverse workforce.

### Residential Areas

The Residential Areas, generally located in the northeastern portion of the neighborhood, are attractive and well-maintained. Neighborhood parks and other amenities serve these areas.

- The single-family neighborhoods in the

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northeast command an east-facing slope with spectacular views of the Cascades, Marymoor Park and Lake Sammamish. An easy walk from Overlake's employment area and adjacent to Downtown, they are in high demand.

- The multifamily areas provide housing close to employment. This convenient housing is well maintained and much in demand.
- Residential streets have little cut-through traffic, and cars travel at safe speeds.
- The policies in this plan are designed to help the community achieve the above vision. Fulfilling the future vision requires both private and public actions. Private actions are needed to provide desired developments and high-quality design, while public investments and programs are necessary to draw people to this area and encourage private investment.

### General Policies

The neighborhood planning process provided several opportunities to involve the public and improve communication between the City and the people who live, work or own property in the Overlake Neighborhood. Based on input received during the planning process, the City's neighborhood team will continue to work to develop strong connections with the neighborhood and to enhance delivery of City services through a coordinated effort.

- OV-1—Convene neighborhood residents, property owners, area employees, and the broader community periodically to reevaluate the vision for the neighborhood, progress made towards achieving the vision, urban design, and proposed public improvements in Overlake to ensure community objectives are being met. Evaluate the effectiveness and feasibility of the allowed uses, incentive program, parking standards and design standards every five years.
- OV-2—Support Overlake residents in ongoing and enhanced

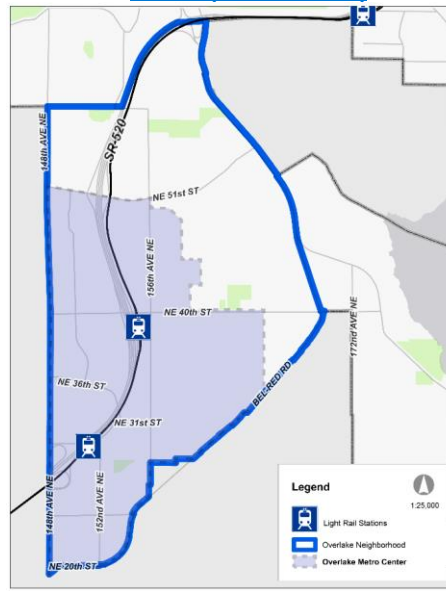
communication with the City, as well as community building efforts.

### Land Use

The Overlake neighborhood contains several types of development, including single- and multi-family homes, campus style office developments, and mixed-use developments.

Portions of Overlake have been designated as a Metropolitan Growth Center (Metro Center), as shown on Map OV-1. Development inside the Metro Center boundary will be urban in form and function, with TOD focused near the light-rail stations.

**MAP OV-1. Overlake Metropolitan Growth Center (Metro Center)**



Between 2010 and 2030, Overlake will continue to attract growth in housing and employment. In 2010 there were approximately 3,000 residences in the Overlake neighborhood (including single-family areas) and an estimated 46,000 jobs. By 2030 the Overlake neighborhood is expected to grow to about 8,000 residences and about 70,000 jobs. The land use policies that are specific to Overlake focus on the type and intensity of growth that the City is planning for over the next 20 years.

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OV-3 Designate the following subareas within the Overlake Neighborhood

- Overlake Village: A mixed-use, pedestrian-oriented area with opportunities to live, work, shop and recreate.
- Employment Area: A regional employment center with a campus-like environment that also offers employees opportunities to live near work.
- Residential Area: Established single-family and multifamily neighborhoods.

OV-4 Promote the Overlake Village area as the primary location for mixed-use residential development in the neighborhood.

OV-5 Recognize and maintain Overlake's important regional employment role. Encourage businesses that provide family-wage jobs, export services or goods, or help diversify the regional economy to remain or locate in the area and grow consistent with adopted City policies.

OV-6 Plan to accommodate the following levels of development through the year 2030 in the Overlake Urban Center portion of the neighborhood:

Planned Growth

	Existing (2010)	Planned (2030)
Residents	1,500	10,550
Dwelling Units	840	5,730
Residential Density (units/gross-acre)	1.7	11.5
Employees	21,650	36,350
Employee Density (jobs/gross-acre)	43.29	72.69
Zoned Building Intensity (Overlake Village)	Up to 5.35 FAR	Up to 5.35 FAR
Zoned Building Intensity (Employment Area)	Up to 1.47 FAR	Up to 1.62 FAR

Land use policies specific to Overlake focus on the urban types and forms to accommodate jobs and population growth through the year 2050.

OV-1 Maintain development regulations inside the Metro Center that provide capacity to accommodate job and housing growth allocations and related services, amenities, and infrastructure.

OV-2 To ensure that the City has the capacity to meet the needs of non-residential spaces/uses, residential uses shall be located either in mixed-use buildings or on mixed-use sites and not as a stand-alone use.

An exception may be made if:

- site conditions (such as parcel size and/or slope) substantially limit mixed-use viability; or
- where a stand-alone building is allowed in the Overlake Village Urban Multifamily (OVMF) zoning district; or
- where the street frontage is only to a Neighborhood Street (see RZC 21.12.510).

OV-3 Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake.

OV-4 Recognize the unique nature and needs of small and locally owned businesses, particularly ethnic businesses, through flexible standards and spaces, redevelopment phasing, anti-displacement incentives, policies and programs, incremental development policies, and/or other innovative economic vitality measures.

OV-5 Allow development within the Overlake Metro Center through the year 2050 (see UC-2) to be developed per the Overlake SEPA Planned Action Ordinance instead of through project-specific environmental review.

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~~OV-7 Promote mixes of residential and commercial uses located either in a mixed-use building or among single-use buildings on a mixed-use site where appropriate.~~

~~OV-8 Protect residential neighborhoods in Redmond and Bellevue from potentially adverse impacts of uses and activities in Overlake Village and the Employment Area through such methods as:~~

- ~~• Locating uses with impacts such as noise and glare on a site in a manner to minimize such conflicts; and~~
- ~~• Scheduling and conducting construction, operations, maintenance, service activities, and other disruptive actions to minimize resulting impacts.~~

Overlake is bordered by the City of Bellevue on three sides. Redmond and Bellevue both emphasize the need for growth in the neighborhood to be well-balanced with available and planned public facilities, including transportation facilities and services. The policies below provide direction for achieving that balance.

~~OV-9 Consider allowing a total development capacity of up to million square feet of retail, office, research and development, and manufacturing uses within the Overlake Neighborhood through the year 2030. Link increases in nonresidential development capacity in the Overlake Business and Advanced Technology zone to progress on mode-split goals, improvements to transportation facilities or services, increased residential development in Overlake, and the adequacy of parks, emergency services, and other services needed for a daytime population.~~

~~OV-106~~ Continue to collaboratively plan with Bellevue to address common challenges and capitalize on common opportunities. Work together to

implement jointly agreed to plans and strategies. Consult on significant development approvals, plan amendments and development regulations, and address mitigation of potential adverse impacts through consultation. Coordinate on transportation and other public facilities, such as regional stormwater treatment facilities, that impact both cities.

The Overlake Business & Advanced Technology (OBAT) zoning district is home to major corporations and high technology research and development businesses, as well as compatible manufacturing uses. Mixed-use and TOD developments are encouraged within this area of employment concentration and provide opportunities for employees to live near work.

~~OV-587 In the OBAT zoning district, encourage development that maintains the Employment Area as a zone for research and development, advanced technology, compatible manufacturing and corporate headquarters with development intensities consistent with planned growth through 2035. Encourage higher-density residential development that provides employees with opportunities to live close to work employment and taller buildings near the light-rail stations.~~

## Housing

Redmond seeks to increase its supply and diversity of housing available to residents of various income levels, family types and sizes, abilities, and stages in life. A number of opportunities exist in Overlake to provide for the variety of housing needs of the community and well as allowing more people to live near their place of work. To accommodate growth, most new housing in Overlake will be urban multi-family, mid-rise, and high-rise developments.

OV-8 In the Metro Center, provide incentives for housing that:

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- Meets area median income targets identified in the Housing Action Plan and Housing Element;
- Within a TOD Focus Area;
- Supports equitable TOD such as by incorporating design features for a diversity of household types and sizes, and for people of all ages and abilities; and/or
- Mitigates displacement of low- and moderate-income households.

Disabled community members have specific housing needs related to design, function, and affordability; finding housing that meets their needs close to jobs and services can be challenging. There is a need for additional accessible housing units in Redmond, and in Overlake specifically (several hundred community members with intellectual and developmental disabilities are employed in Overlake).

**OV-9** Provide opportunities for accessible and/or universally designed housing units in the Overlake Metro Center for community members with disabilities through a incentives, public-private partnerships, policies and/or programs.

- Ensure that the housing types that support community members with disabilities (group homes, adult foster care, supervised residential settings, and independent living) and supportive services are allowed in the Overlake zoning districts.
- Provide incentives for affordable accessible housing.
- Seek out innovative methods and partnerships to increase availability of accessible and/or universally-designed housing units.
- Existing residential areas also offer housing options in Overlake. The policy below provides direction on how to maintain these areas as distinct from the Metro Center area.

### Residential

As Redmond seeks to increase its supply and diversity of housing available to residents of various income levels and family types and sizes, a number of opportunities exist to provide for the housing needs of the community. In Overlake providing more affordable home options could allow more employees in the area to live near work. Policies UC-4 and UC-5 provide the direction for these objectives. While the mixed-use areas of Overlake provide significant opportunities for future housing development, it is equally important to maintain and protect the existing residential areas and their character. The policy below provides direction on how to maintain and protect these areas:

**OV-11-10** Provide for transitional uses and transitional building and site design where bordering to protect nearby residential neighborhoods. Include such techniques as:

- Prohibit extending the Metro Center boundary into the neighborhood residential zones; and
- Maintaining the existing multifamily residential designations that act as transitional zones;
- Maintaining the current boundaries of the Employment Area by not extending into areas designated primarily for residential uses;
- Providing for transitional regulations, including a greenbelt and buffer along the west side of Bel-Red Road between NE 28th and 40th Streets; and
- Maintaining regulations on building height and bulk, building placement, site and building lighting, landscaping and/or open space buffers, noise control, and other appropriate measures for buildings adjacent to a neighborhood residential zoning district.

### Character and Design

Overlake will continue to develop with a distinct, high-quality urban neighborhood character and sense of place depends on and in turn will ensure that that reflects its diverse population and economy. Overlake will remain a place where people want to

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live, conduct business, visit, and spend time. This character reflects Overlake's diverse economy, unique natural features and high-quality environment.

**OV-12** Enhance the character and environment of the Overlake Neighborhood to achieve the vision. Use neighborhood-specific design standards and other design techniques to help that create a distinct and innovative character for the Overlake that is distinct from the Downtown Metro Center.

- Developments space buildings to maintain interspersed views of tree lines;
- Site and building Developments designs contribute to the creation of an urban place that feels comfortable for pedestrians, bicyclists, and community members of all ages and abilities.
- Facades in the public view are varied and articulated, and
- Buildings do not appear bulky or massive;
- Buildings and associated landscaping use innovative methods and partnerships to ensure that they are designed with sustainability, climate adaptation, and resiliency in mind; they use energy-efficient and water-efficient, low carbon green building techniques such as on-site renewable energy generation and passive cooling/heating techniques. Building and site design requirements are flexible and allow for renewable energy and advanced technology

Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here. The policy below is designed to ensure that new developments in Overlake Village reflect the vision of the area as an urban, mixed-use neighborhood that provides a comfortable pedestrian and residential environment and yet is unique to the area.

**OV-12** Establish a character uniquely related to the concentration of diverse ethnic businesses throughout an Overlake Intercultural District area.

- Developments honor and acknowledge the rich multicultural community in Overlake and display this identity through site design, buildings design, and streetscape improvements.
- Locally relevant cultural references are integrated through thoughtful consideration in the selection of building materials and details, artwork, signage, and open space and recreation design.

Gateways that define the entry points of the city, Overlake Neighborhood or its subareas help people orient themselves and identify their location. Gateways also provide opportunities to display an image unique to the area through symbolic markers, landscaping or monuments.

**OV-13** Create gateways to the Overlake Neighborhood that convey the neighborhood's identity and that are integrated with the transportation system, including bicycle and pedestrian connections, using features such as artwork, signage, landscape features and structures. Work with property owners to help create gateway design features and coordinate with the City of Bellevue to communicate continuity across jurisdictional borders. Gateway locations include:

- 148th Avenue NE at NE 20th Street;
- NE 24th Street at Bel-Red Road;
- NE 40th Street at Bel-Red Road; and
- NE 40th Street at 148th Avenue NE.

**OV-14** Create gateways at the city border that welcome residents, employees and visitors to Redmond. Consider the NE 31st/36th Street Bridge across SR-520 as a gateway. Consider the creation of a regional

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stormwater facility at the south end of Overlake Village as a "green gateway."

Protecting and enhancing the green and natural environment has long been a cornerstone of Redmond's identity. Green building techniques can be used to reduce the impact of developments on energy use, air quality and stormwater runoff. Low-impact development techniques, such as rain gardens and green roofs, reduce the quantity and improve the quality of stormwater runoff.

OV-15 Encourage the use of green building techniques and low-impact development methods, such as green roofs, bioswales and rain gardens.

OV-16 Develop regional stormwater treatment facilities within Overlake to treat and detain stormwater. Integrate facilities with parks and open spaces where feasible. Offer incentives to encourage public and private partnerships to develop these facilities.

OV-17 Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, the Sammamish River, and other creeks in the neighborhood. Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff.

Tree retention and the planting of additional trees contribute to the image of Redmond as a green community and provide visual relief for residents, employees and visitors of the urban Overlake Neighborhood.

OV-18 Strive to retain significant concentrations of trees in such areas as wooded ravines, steep slopes along wooded slopes and terraces, and trees located along highways and streets that have the potential to buffer or screen transportation facilities, commercial and employment areas from residential uses.

The Overlake neighborhood offers opportunities for panoramic views of the Puget Sound region's mountains. Residents cherish the ability to view the Cascade Mountain Range from the northern portion of the neighborhood and from publicly accessible vantage points, such as Westside Neighborhood Park and SR-520 overpasses.

OV-19 Preserve the public views of the Cascade Mountain Range from public vantage points. Design structures and landscaping on public spaces such as parks or transportation corridors to maintain or enhance public views. Public vantage points within the single-family portion of the Overlake neighborhood include:

- NE 51st Street overpass of SR-520
- NE 57th Street, and
- Westside and Cascade View Neighborhood Parks.

### Parks, Arts, Recreation, Culture and Conservation

Portions of Overlake developed with minimal parks, open space or recreation opportunities. Creating a cohesive system of parks, plazas, gathering and event places, recreational facilities and connecting paths and trails will help meet the cultural and recreational and open space needs of current and future Overlake residents, employees, and visitors.

OV-2013 Recognize the urban park and open space system in Overlake Village as the neighborhood's highest-priority park and recreation needs are a high priority in the Overlake Metro Center. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include plazas, artwork, and other recreation opportunities that augment and enhance public park infrastructure.

OV-14 Seek opportunities to create innovative public and publicly accessible private recreational open spaces where people can walk, rest or view natural features. Examples

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include amenity spaces and landscaping in and between buildings or on podium rooftops, large outdoor patio/balcony spaces, and rooftop amenities.

OV-15 Consider opportunities for publicly accessible indoor and outdoor culturally relevant gathering and recreation spaces, especially for events. Encourage these spaces to be incorporated into new development.

OV-21-16 Encourage the funding, creation, and placement, and maintenance of public art, especially when it is integrated with public infrastructure projects. Also consider providing sculptures, water features, digital art, spaces for performance art, and other elements.

- Incorporate local and historical cultural references.
- Consider both permanent and transitory art installations.

Several parks and open spaces have been developed in the Residential Area and northern Employment Area of Overlake, including Cascade View Neighborhood Park, Westside Neighborhood Park, the Redmond West Wetlands Park and the Bridle Trails Open Space. The Bridle Crest Trail, an equestrian trail, runs through the northern portion of Overlake, connecting Bridle Trails State Park with Marymoor Park.

OV-22 Retain and enhance existing parks in Overlake and add new parks, open spaces, and recreational areas in Overlake Village to make it more inviting.

OV-23 Maintain and protect existing equestrian and multiuse trails within the neighborhood. Consider the outer portion of stream buffers as places for potential soft surface interpretive trails.

OV-24 Consider establishing public trail connections at:

- 159th Avenue NE to NE 44th Court;
- 162nd Avenue NE to 162nd

Avenue NE, crossing the stream where feasible;

- 166th Court NE to NE 50th Way;
- 159th Place NE to the Bridle Crest Trail;
- 159th Avenue NE to NE 40th Street along the sewer easement; and
- NE 51st Street at West Lake Sammamish Parkway to Marymoor Park.

OV-25 Promote awareness of the mature cedar tree within Westside Neighborhood Park as a neighborhood landmark or heritage tree. Consider techniques that promote awareness of this tree as a neighborhood asset.

OV-26 Coordinate with vicinity residents when considering lighting for neighborhood parks to minimize light trespass and visual impacts.

### Multi-Modal Transportation

Accommodating growth and enhancing quality of life in Overlake requires investments in multi-modal mobility so that more people can reach their destinations safely and conveniently.

A variety of mobility choices that significantly increase access to, from and within Overlake are needed in the neighborhood. For example, SR 520 is a barrier to east-west connections in the neighborhood. While there will be continued need for vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit or bicycling between residences, stores, work and amenities.

OV-27-17 Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by as described in the Transportation Element and the Transportation Master Plan.

- Encouraging commuter traffic to use regional facilities such as SR 520;
- Encouraging use of transit, carpools, bicycles, and other forms of transportation that decrease

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- congestion and parking demand through the Commute Trip Reduction or other programs;
- Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas, including Downtown Redmond;
- Providing bicycle facilities, such as bicycle racks in new developments, bike lanes on key streets, and signage at key points to reduce conflicts with vehicles; and
- Partnering with area stakeholders to reconnect activity centers on the east and west sides of SR 520 by planning for, designing, and constructing bridges that at a minimum accommodate pedestrians and bicyclists.

The Overlake Urban Center is a designated Growth and Transportation Efficiency Center (GTEC). The GTEC concept is part of Washington's Commute Trip Reduction program and has enabled areas to receive additional funding and assistance in creating programs to encourage use of alternatives to single-occupant vehicle use and reduce single-occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality and livability.

**OV-28** Maintain the Overlake Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Overlake and the surrounding neighborhoods in Redmond and Bellevue.

### **Pedestrian and Bicycle Environment**

In addition to providing pedestrian and bicycle connections within Overlake and between the neighborhood and to nearby areas, these facilities must also be attractive and safe to encourage residents, employees and visitors people of all ages and abilities to walk or bike use them. The policies below together with UC-21 and UC-22 provide the direction for these objectives.

**OV-29** Design sidewalks on the south side of NE 51st Street from 156th Avenue NE to West Lake

Samamish Parkway to minimize impacts on mature, site-appropriate and healthy vegetation, while providing needed neighborhood connectivity.

**OV-30** Consider grade separation where persistent conflicts between nonmotorized modes and vehicles create safety concerns.

Within Overlake, a number of multi-modal corridors require innovative investments to improve the pedestrian and bicycle environments for people of all ages and abilities. Along these corridors, multiuse pathways provide an efficient means of meeting pedestrian and bike standards.

**OV-31** **18** Develop multiuse pathways that accommodate pedestrians, and bicyclists, and other non-automotive transportation users (wheelchairs, scooters, etc.) of all ages and abilities adjacent to multimodal corridors as an efficient and cost-effective means of meeting pedestrian and bike standards. Support alternative commute modes and provide connections to bus routes, major parks, and between developments.

Due to its role in the regional economy, Overlake attracts both regional and local activity. Directing regional through traffic to regional transportation facilities protects residential neighborhoods minimizes regional traffic on local streets. Identifying standards for streets that serve regional, local, or a combination of these types of traffic directs improvements to better meet the needs of pedestrians, bicyclists, transit users, residents, employees, and visitors.

**OV-34** **19** Develop and maintain periodically update urban street cross sections for arterial and key local streets in the Overlake Metro Center to guide public investments and private development. Define standards related to sidewalks, on-street parking, vehicle lanes, planting strips, setback zones, and other important elements. Address competing needs for the uses within the right-of-way including bikes, trees, development, utilities, universal design elements, safety, access, transit, and maintenance.

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OV-20 Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

### Transit

A full range of transit service includes local, regional and regional express bus routes, a bus rapid transit line, and future light rail. Transit stations and shelters can help to facilitate the use of these services.



Overlake Transit Center

Overlake together with the Downtown and SE Redmond are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for light rail stations. The character and function of these future stations will vary to reflect land use and transportation goals specific to these areas. It is important for Comprehensive Plan policies for these neighborhoods to articulate community preferences concerning the general character of the station and surrounding area.

OV-32 Locate two light rail stations within the Overlake Neighborhood. Locate a station in Overlake Village alongside SR-520 between I-51st and I-52nd Avenues NE. Create a dynamic and high-quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, which emphasizes pedestrian activity and minimizes parking facilities. Locate a second station in the Employment Area at the existing Overlake Transit Center at NE 40th Street. Create a high-quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation

modes, and encourages additional uses, such as housing and convenience retail or service uses, to be developed on the Overlake Transit Center site that are supportive of transit stations uses.

### Roadways

Due to its role in the regional economy, Overlake attracts both regional and local activity. Directing regional through traffic to regional facilities protects residential neighborhoods. Identifying standards for streets that serve regional, local or a combination of these types of traffic directs improvements to better meet the needs of pedestrians, bicyclists, transit users, residents, employees and visitors.

OV-33 Direct regional and through motor vehicle traffic away from residential neighborhoods through street improvements, such as traffic-calming measures. Locate driveways and streets in such a way as to minimize through traffic on primarily residential streets and reduce other adverse impacts on residential neighborhoods.

OV-34 Develop and maintain street cross-sections for arterial and key local streets in Overlake to guide public investments and private development. Define standards related to sidewalks, on-street parking, vehicle lanes, planting strips, setback zones, and other important elements.

Traffic on nearby regional and local transportation facilities creates noise impacts for residents of Overlake's single-family neighborhoods. Residents seek the City's continued collaboration with regional and state agencies on use of techniques to help reduce traffic noise.

OV-35 Encourage use of street treatments such as vegetation to buffer and absorb traffic noise near residential developments. For vegetation-based treatments, include appropriately selected and sited trees in street-side planter strips.

### Parking

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Providing parking options that do not conflict or adversely affect the pedestrian environment allows Overlake to remain an active, vibrant area. The policies below together with UC-24 describe how parking management can be used to enhance the neighborhood.

**OV-36** Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as light rail is provided to the neighborhood, or as parking demand data indicate it is appropriate.

**OV-37** Support and encourage methods of recognizing the true cost of parking, including:

- Separating commercial space and parking costs in tenant leases;
- Encouraging employers to identify the cost of employee on-site parking through fees or incentives related to the price, and
- Providing on-street parking with time limits and fees that is supported with adequate monitoring.

**OV-38** Monitor the need for a residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods.

### **Capital Facilities, Public Facilities, and Public Services**

Adequate public facilities and services, including human services and civic outlets, are necessary to support continued growth in Overlake. Developing a center with a combination of civic uses, such as a police substation or teen center, could add to the vibrancy of the area, support local residents and employees, and attract additional visitors.

**OV-21** Seek out community-oriented public/private partnerships or other opportunities to co-locate public safety facilities, community centers, schools,

public works facilities, stormwater, and other public infrastructure or facilities.

- Utilize co-location opportunities wherever possible as the first preference for siting City facilities.
- Consider vertical and horizontal integration opportunities as well as time/space sharing options to maximize potential partnerships and minimize costs for essential services and community amenities.
- Provide incentives for co-location and other regional facilities (such as regional stormwater treatment facilities). Encourage public and private partnerships to develop these facilities.
- Maximize shared parking opportunities.

**OV-39** Use the Overlake Master Plan and Implementation Strategy to guide public and private investments to ensure that new projects fit the community's vision and accomplish public as well as private objectives.

**OV-40** Maintain and periodically update a priority list of public facilities and services needs, including transportation improvements.

**OV-41** Monitor the need for the development of civic facilities, such as a community center. Work with future residents and employees of the area to identify needed services. Consider locating a police substation in Overlake Village as part of a larger civic facility.

**OV-55** 22 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect any regional stormwater facilities with the park system in Overlake Village wherever possible.

**OV-17** 23 Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, Tosh Creek, the Sammamish River, and other creeks in the neighborhood.

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- Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff.
- Provide natural and/or landscaped areas as buffers between the urban developments in the Metro Center and adjacent residential neighborhoods. Prioritize this type of buffering along creeks.

### Overlake Subarea Policies

Overlake is a single neighborhood that contains a number of subareas. These subareas will continue to develop as distinctly different places within the neighborhood, characterized by different land uses, building heights and designs, and amenities. Map OV-1 shows these subareas:

#### Overlake Village

As described above, Overlake Village is envisioned to become an urban, mixed-use neighborhood that functions as the core of the Overlake Neighborhood. As a mixed-use area, it is intended to provide for significant residential growth, while remaining part of a larger, vibrant commercial area that is a destination for many:

- OV-42—Encourage redevelopment of Overlake Village in order to enhance the attractiveness and functionality of this area as a place to live, work, shop and recreate.
  - Implement requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.
- OV-43—Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.
- OV-44—Develop incentives to encourage the construction of housing and variety in housing style, size and cost.
- OV-45—Actively support economic development measures that retain and promote existing businesses

and attract new businesses compatible with the scale and vision of Overlake Village. Recognize the unique nature of small and locally-owned businesses and the importance of diverse ethnic businesses by placing a special emphasis on encouraging these businesses through flexible standards, incentives, or other innovative measures.

- OV-46—Allow those uses that are compatible with a mixed-use urban environment and that promote Overlake Village as an appealing place to live, work and shop. Periodically review the allowed uses to ensure that the code is updated to provide for new or emerging uses.

The Overlake community identified 152nd Avenue NE as a desired future linear neighborhood core for Overlake Village. The policy below builds on community preferences for character and provides direction for future improvements to the right-of-way, as well as further development of adjoining properties:

- OV-47—Encourage development and invest, when possible, in conjunction with other public agencies, in improvements on 152nd Avenue NE that:
  - Create a linear neighborhood core with a main street character that attracts significant numbers of people to multiple activities;
  - Include within the mix of uses at street level restaurants, retail, cultural or entertainment uses, personal service uses and similar businesses that are pedestrian-oriented;
  - Include residential or office uses in upper floors;
  - Maintain a pedestrian-friendly scale along the street by requiring buildings taller than six stories to step back upper stories;
  - Promote the use of transit through the effective placement of transit

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- facilities and routes; and
- ▲ Achieve the goals of the multimodal corridor designation.

A portion of Overlake Village is the former site of a Group Health hospital and clinics. It is centrally located between the Employment Area and the rest of Overlake Village and is further characterized by having a history as a location for a large institutional use, a large size under single ownership, significant slopes, and a large quantity of trees. The following policies refer specifically to the Group Health site.

- OV-48—Pursue master planning of the Group Health site to foster opportunities to live, shop, work and recreate in a mixed-use setting. Integrate the goals of creating compact transit-supportive development, employing environmentally sustainable development practices, and preserving stands of healthy trees where feasible.
- OV-49—Recognize the public benefit that can be derived from the site's proximity to the Overlake Village Transit Center, the planned bus-rapid transit line, and the planned Sound Transit light rail station by encouraging walkable, transit-supportive development through incentives tied to building height and allowable floor area.
- OV-50—Encourage inclusion of a full-service hotel/conference center in plans for redevelopment on the Group Health site to help serve the needs of visitors to the area and provide entertainment and gathering opportunities for people who work or live nearby.

Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here. The policies below are designed to ensure that new developments in Overlake Village reflect the vision of the area as an urban, mixed-use neighborhood that

provides a comfortable pedestrian and residential environment and yet is unique to the area.

- OV-51—Establish an image unique to Overlake Village related to its concentration of diverse ethnic and nearby high-tech businesses or other themes and display this identity through building design and streetscape improvements.
- OV-52—Allow building heights up to five stories for mixed-use developments throughout Overlake Village. Consider allowing additional height and/or floor area as an incentive for provision of features that implement neighborhood goals for public amenities, housing, and environmental sustainability. Encourage buildings taller than six stories to be designed so as to avoid creating a "canyon effect" and to provide transit-supportive densities.
- OV-53—Orient buildings to the streets and include design features that encourage walking and biking to the area and between stores and shopping centers. Locate parking beside, behind or underneath buildings. Include street trees and landscaping to provide green space between buildings and the street. Encourage this type of building and site design in development regulations, including parking requirements.

Plazas, parks and open spaces provide relaxing, recreational and community gathering opportunities to residents, employees and visitors. The policies below are intended to guide the development of a functional urban park system within Overlake Village that is connected to parks, open spaces and trails in nearby areas.

- OV-54—Establish and implement a park plan specific to Overlake Village in recognition of the neighborhood's urban character. Include criteria related to size, function and desired location of plazas, open spaces, parks and other public places.

~~OV-55—Integrate parks and open spaces with regional stormwater facilities where feasible. Connect any regional stormwater facilities with the park system in Overlake Village.~~

~~OV-56—Recognize sidewalks with landscaped planting strips and street trees as part of Overlake Village's park-like amenities.~~

As the urban core of the Overlake Neighborhood, Overlake Village has unique transportation needs related to pedestrian corridors, the local street grid, regional transit and parking. The policy below, together with the transportation portion of Section A, Common Urban Center Policies, address these issues:

~~OV-57—Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.~~

#### Employment Area

The Employment Area is intended to remain a home to major corporations and high technology research and development businesses, as well as compatible manufacturing uses, while maintaining a campus-like environment. Smaller developments within this area are intended to provide for employees' basic shopping needs and services and to provide opportunities for employees to live near work.

~~OV-58—Encourage development that maintains the Employment Area as a zone for research and development, advanced technology, compatible manufacturing and corporate headquarters with development intensities consistent with planned growth through 2030. Encourage residential development that provides employees with opportunities to live close to work.~~

~~OV-59—Encourage higher-intensity employment development within walking distance of 156th Avenue NE north of NE 31st Street and south of NE 40th Street and encourage lower-intensity development near Bel-Red Road.~~

~~OV-60—Permit small-scale convenience commercial and convenience service uses that primarily serve employees and nearby residents in the Overlake Business and Advanced Technology zone, such as convenience grocery stores, restaurants and delis, dry cleaners, banks, post offices, recreational facilities, health clubs, day care facilities, and similar commercial and service uses that meet employees' daily needs.~~

~~OV-61—Encourage street trees, trees on-site, landscaping, open space and recreational areas to provide a sense of openness for the site and the neighborhood.~~

~~OV-62—Encourage linkages between employment campuses and other parts of the neighborhood for walking, biking, transit use and other non-single occupancy transportation modes through building and site design.~~

Private open spaces within the Employment Area provide outlets for employees during working hours and also have been publicly programmed during summer months. The need for public programming and provision of public parks and open space will grow as more people work and live in the area. The Parks, Arts, Recreation, Culture and Conservation (PARCC) Plan identifies the opportunity for two special-use parks within the Employment Area. The policies below direct how to continue and strengthen the recreation, outdoor and cultural opportunities provided here.

~~OV-63—Develop the parks identified in the PARCC Plan within the Employment Area.~~

~~OV-64—Encourage continued public programming of large private open spaces as part of the Art in the Parks summer series.~~

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## Residential Area

The northeastern portion of the neighborhood includes a collection of single-family and multifamily neighborhoods. Each of these neighborhoods are within a convenient walk of the Employment Area and are in high demand. These policies promote variety in the type and price of new infill residential developments to enable families of different ages, sizes and incomes to live in the area.

OV-65 Allow attached dwelling units in the Residential Area on lots that meet the requirements for this type of development.

Maintaining the traditional residential character of these areas is an important community objective. The policies below provide direction on how new developments can help to preserve this established character.

OV-66 Allow a mix of housing types and a range of choices, while maintaining the overall single-family character of established developments within Overlake.

OV-67 Require a minimum of 80 percent of the total dwelling units within the single-family portion of the Residential Area to be detached single-family dwellings to maintain this area's primarily single-family detached character.

OV-68 Design buildings and sites in areas designated Multifamily Urban to have a residential character. Encourage balconies overlooking streets and courtyards.

OV-69 Design duplexes, triplexes and fourplexes to portray the appearance of single-family houses and to be compatible with the character of nearby single-family homes.

OV-70 Provide a density bonus in the multifamily portion of the

Residential Area for attached dwelling units that are affordable to households earning 80 percent or less than the King County median income.

Cottages and backyard homes can provide increased housing variety within the single-family portion of the Residential Area, while maintaining the neighborhood character. These housing types can also help support sustainable development because they involve smaller structures on smaller lots. Cottage housing also requires greater establishment of common open space, thereby further enhancing the neighborhood's vegetated, green character.

OV-71 Allow cottages in the single-family portion of the Residential Area on lots that meet the requirements related to this type of development.

OV-72 Allow backyard homes in the single-family portion of the Residential Area on lots that meet the requirements related to this type of development.

Overlake's Residential Area includes a variety of non-motorized connections: sidewalks, public trails and paths. Residents support the creation of additional connections to provide enhanced opportunities to walk or bicycle while commuting, recreating, or getting together with neighbors.

OV-73 Create non-motorized connections where feasible, as part of new residential development to support alternative commute modes and provide connections to bus routes, major parks, and between developments.

In the Residential Area, while opportunities to acquire additional public land for green space are limited, existing places in the neighborhood may provide opportunities for additional

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plantings, supplementing dedicated open spaces:

- OV-74—Seek opportunities to create recreational open spaces where people can walk, rest or view natural features by landscaping places, such as utility easements, right-of-way, and unimproved portions of parks, where appropriate.
  - OV-75—Promote greater preservation, restoration, and continued maintenance of vegetation and green space by:
    - Continuing to support public trail stewardship as a partnership program between the City and neighborhood; and
    - Considering programs, such as public-private partnerships, that encourage establishing increased vegetation and landscaping through common open space and increase the inventory of publicly owned properties, such as parks and dedicated easements.
  - OV-76—Encourage a variety of tree specimens for use as street trees along significant corridors in the Residential Area, including 156th and 159th Avenues NE and NE 51st Street, to establish and maintain a vegetated neighborhood character and to provide tree canopy.
- Neighborhood entryways can help calm traffic and highlight transitions between the Employment Area and single-family neighborhoods for motorists traveling in the neighborhood. Through collaborative efforts with the City, residents can help identify, establish and maintain these signature places throughout the neighborhood.
- OV-77—Emphasize transitions from the Employment Area to the single-family portions of Overlake through entryway treatments, such as landscaped medians similar to those

located at NE 51st Street and 156th Avenue NE. Work in collaboration with residents to find opportunities to create and maintain neighborhood entryways that incorporate landscaping and other natural features where right-of-way is sufficient or upon appropriately located public land.

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